

# Adaptation Policy Helps Prepare Hawaii for the Future

The efforts of many partners to strengthen Hawaii's climate change preparedness were rewarded on July 9, 2012, when Governor Neil Abercrombie signed into law Act 286, thereby incorporating a climate change adaptation policy into the statewide planning system.

"This new policy means that county and state officials considering any project or plan—a setback variance, capital improvements, road construction, or others—*must* consider the adaptation policy as part of those plans," says Jesse Souki, the director for the State of Hawaii Office of Planning.

The adaptation policy specifies that county or state plans must address potential climate change impacts to agriculture, conservation lands, coastal

and nearshore areas, natural and cultural resources, energy, the economy, and many other sectors.

Any plans must pay particular attention to the policy's priority guidelines. These include educating the community about climate change and adaptation considerations, encouraging community stewardship, investing in monitoring and research, considering traditional knowledge, encouraging landscape preservation and restoration, exploring adaptation strategies, promoting resilience, fostering collaboration among jurisdictions, adopting effective new approaches, and integrating the adaptation policy into planning and managing of the natural and built environments.

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*Jesse Souki, State of Hawaii Office of Planning*

The Hawaii Coastal Zone Management (CZM) Program led the development of the policy's priority guidelines, which are expected to streamline planning processes in a way that helps both public and private sectors work more collaboratively and effectively on adaptation-related issues.

## RECOGNIZING THE NEED

The idea of devising a statewide climate change adaptation policy was first discussed in 2007 by the Ocean Resources Management Plan (ORMP) working group, which is composed of more than 20 representatives from local, state, and federal entities involved in coast- and ocean-related issues.

That year, the governor's office had signed into law the Global Warming Solutions Act, which aimed to reduce greenhouse gas emissions to 1990 levels by the year 2020. "As we updated the ORMP, we were feeling good about Hawaii's climate change mitigation efforts—but no amount of mitigation is going to completely prepare Hawaii for some of the challenges ahead. The missing piece was adaptation," says Souki.

Anticipated impacts in the Pacific Islands region have been well-researched and documented by organizations that include the Intergovernmental Panel on Climate Change. Likely impacts include higher sea levels, greater risks to agriculture and built infrastructure, stronger coastal storms, and threats to fisheries, tourism, and ocean resources from warmer and more acidic waters.

The ORMP working group, partnering with the University of Hawaii Sea Grant's Center for Island Climate Adaptation and Policy, produced a report in August 2009, *A Framework for Climate Change Adaptation in Hawaii*. It outlined for the State of Hawaii a step-by-step process for assembling a cross-sector adaptation team, assessing risks, defining adaptation priorities, and developing a proposed adaptation policy.

## AN INCLUSIVE WORKSHOP

Adaptation efforts took another leap forward in August 2011, when 60 participants attended a two-day workshop in Honolulu to create a collective adaptation vision and draft language for the adaptation policy. The workshop was sponsored by Hawaii CZM, NOAA, and the Pacific Islands Silver Jackets Initiative, a U.S. Army Corps of Engineers effort to reduce flood risks.

"Diversity across agencies, organizations, nonprofits, institutions, and the private sector was very important to us at the workshop—and we knew it would help us get buy-in on the eventual adaptation policy," says Souki.

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## Techniques Move Participants to Action

Two different facilitator-led processes at an August 2011 workshop helped attendees reach consensus on draft language for Hawaii's climate change adaptation policy.

Facilitators on the first day laid out four potential adaptation futures and assigned participants to pretend living in those futures and making decisions. "This helped us work through the repercussions of our decisions and seek both public and private approaches," says Cindy Barger, the Honolulu District watershed program manager for the U.S. Army Corps of Engineers. The corps supported the workshop through its Pacific Islands Silver Jackets Initiative.

On the second day, with the group's vision and mission statement serving as a skeleton of the climate adaptation policy, participants used a visioning process to define their values, objectives, and action plans.

"We gained momentum using these two different techniques, and by the second day we were moved to action," says Barger. "The corps in Hawaii is developing engineering considerations for public infrastructure in the sea level rise inundation zone—and that project is a direct outgrowth of our workshop objectives."

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The views of workshop participants ranged widely, from climate change skeptics to those who were already making decisions based on adaptation concerns. Workshop mediators and facilitators helped keep discussion on track when differences over the adaptation vision and policy language grew heated.

"One person would say, 'We need a line in the sand and not to build beyond it,' and another would say, 'Don't tread on me, leave my property rights alone.' As public servants we cannot take positions, so our aim was to try to mediate in a way that could get the group to reach consensus. And ultimately that's what happened," notes Leo Asuncion, the planning program manager for Hawaii CZM.

Following the workshop, the Office of Planning posted the draft policy on its Facebook page and Twitter feed, a move that increased buy-in from the larger Hawaii community before passage of the law.

#### A BRIGHTER FUTURE

Plans are underway to grow the reach and effectiveness of the policy. Funding provided through NOAA's Coastal Resilience Networks will enable the Office of Planning and University of Hawaii to increase outreach to communities, elected officials, planners, and other groups through meetings and social media.

"We're even reaching beyond areas identified in our workshop to places that extend beyond land mass," says Asuncion, noting that ocean-use planning decisions will have important implications for marine species, coral reefs, and Hawaii's adaptation future. "We're starting to discuss the state's adaptation policy with the federal Bureau of Ocean Energy Management, which is considering wind-energy leasing sites off Hawaii's coast. Our hope is to coordinate more with them before leasing sites are finalized." ♦

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To read Hawaii's climate change adaptation policy, view [www.capitol.hawaii.gov/session2012/bills/GM1403\\_.PDF](http://www.capitol.hawaii.gov/session2012/bills/GM1403_.PDF). For more information, contact Jesse Souki at (808) 587-2846 or [jesse.k.souki@dbedt.hawaii.gov](mailto:jesse.k.souki@dbedt.hawaii.gov).

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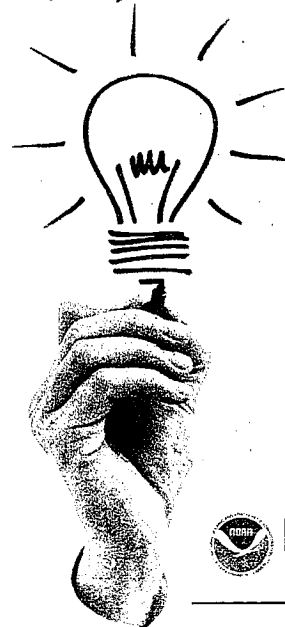
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## Nicholas Petris dies, longtime lawmaker

Peter Fimrite

Updated 10:51 pm, Wednesday, March 20, 2013

Nicholas Petris, who eloquently championed liberal causes as an East Bay representative in the Legislature for 37 years, died Wednesday at an Oakland nursing center after a two-year bout with Alzheimer's disease, relatives said. He was 90.

The son of Greek immigrants, he advanced ideas that were sometimes so far ahead of their time that staffers referred to the years between proposal and acceptance as the "Petris gap."

"Nick Petris was a hero to me as an elected official and as a Greek American man who set the highest standards," said Art Agnos, who served with Mr. Petris in the Legislature and went on to become San Francisco mayor.

"He had a passion to fight for the needs of the poor, the sick and disabled," Agnos said, "as well as the intellect to anticipate the future."

Mr. Petris was a tireless advocate for environmental protection, affordable housing, health care, higher education, farmworkers and tenants.

### Protecting the bay

In 1965, when he was an assemblyman, he and state Sen. Eugene McAteer wrote the bill that created the Bay Conservation and Development Commission. The agency, which reviews shoreline development, has been credited with saving San Francisco Bay from dozens of fill projects.

Mr. Petris was often controversial. In the late 1960s, he introduced a bill calling for the elimination of the internal-combustion engine, causing outrage in the auto industry. The bill eventually failed, but his efforts ushered in an era of clean-fuel regulation and air pollution laws in California that were often stricter than national standards.

The Lanterman-Petris-Short Act, passed in 1967, barred the involuntary commitment of most people with mental health problems. Mr. Petris also wrote laws banning smoking on airplanes, trains and buses, and it was his legislation that required redevelopment agencies to build housing for low-income families.

Born in Oakland, Mr. Petris spoke mostly Greek as a child. He graduated from McClymonds High School and UC Berkeley before serving in the Office of Strategic Service during World War II.

He graduated from Stanford University Law School in 1949 and worked as a lawyer before being elected to the Assembly in 1959 and the state Senate in 1967.

### Known for eloquence

His eloquence was legendary. One speech about how budget cuts would affect the poor and mentally ill was so moving that a prominent Republican legislator told him afterward he regretted having to vote against Mr. Petris' position.

"He was really a giant of the Legislature, a fantastic orator in the Greek tradition who people would just stop and listen to," said former state Sen. John Burton, now the chairman of the California Democratic Party. "I don't think he had a single enemy. If you didn't like Nick Petris, you didn't like vanilla ice cream."

Term limits compelled Mr. Petris to retire in 1996.

Mr. Petris was married for 60 years to the former Anna Vlahos, who died in 2010. He is survived by his brother, Gus Petris of Oakland, his longtime caretaker, Noula Vlahakis of Oakland, and several nieces, nephews, cousins and in-laws.

Funeral services will be held at 11 a.m. Tuesday at the Greek Orthodox Church, 4700 Lincoln Ave. in Oakland.

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## Planning for whole Bay Area: Nothing sinister about it

By Supervisor Jim Spring [TheReporter.Com](http://TheReporter.Com)

Posted:

[TheReporter.com](http://TheReporter.com)

One of the issues I give great consideration to is what kind of Solano County will we leave for our children and grandchildren? Will they be able to afford to live here? Will they even want to?

Planning is underway to examine housing and transportation needs through 2040 -- a seemingly distant time but one that will arrive quickly. Known as Plan Bay Area, this is an integrated, long-range transportation and land-use/housing plan for the San Francisco Bay Area, including Solano County.

There's nothing revolutionary about Plan Bay Area. It builds on earlier efforts to develop an efficient transportation system and grow in a financially and environmentally responsible way. You would think otherwise, however, if you listen to those claiming the plan is part of a United Nations conspiracy to take our personal liberties and property.

Rather than abetting imaginary global villains, Plan Bay Area simply responds to state law. Senate Bill 375, passed in 2008, requires regions such as the Bay Area to plan for needed housing growth while reducing emissions from cars and light trucks. One of the advantages of this law is that Solano County's elected officials, and not legislators in Sacramento, are at the table making decisions on what's best for our communities.

As an elected member of the Solano County Board of Supervisors, I serve on the board of one of the agencies tasked with developing Plan Bay Area -- the Metropolitan Transportation Commission. MTC, along with the Association of Bay Area Governments, will release a draft plan for public comment later this month.

My job as Solano County's representative is to ensure the plan positions Solano for the best possible future in terms of transportation, housing and economic development. That means keeping all land-use decisions local, preserving what we love about our cities and farmlands, working to unclog our highways and maintain our local streets, and encouraging business development and jobs where it makes sense -- while still making room for future generations.

Solano residents historically have looked forward. Nearly 30 years ago voters passed the Orderly Growth Initiative, and then reaffirmed it in 2008 with more than 75 percent support. This locally grown vision will have far more to do with how our cities and county develop than anything adopted at the regional level.

The Orderly Growth Initiative specifically directs urbanized growth into incorporated cities and limits encroachment on farms and open space. Plan Bay Area concentrates new growth in areas chosen by local governments, with most of it taking place toward the center of our region in large cities like San Francisco, Oakland and San Jose.

To quote Dwight Eisenhower, "Plans are nothing, but planning is everything." As Allied commander in World War II, General Eisenhower knew the importance of planning. As president, his vision gave us an interstate highway system that spurred economic growth and united America. We would do well to follow Eisenhower's lead and work together for a better future.

By setting local and regional priorities now, we can create a Solano County we'll be proud to leave to future generations.

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The author, a Suisun City resident, represents District 3 on the Solano County Board of Supervisors.



## CONTRA COSTA COUNTY / Derelicts moored in strait are identified / The San Leandro and the Fresno were ferries on the bay

Carl Nolte, Chronicle Staff Writer

Published 4:00 am, Wednesday, December 20, 2006

Contra Costa sheriff's deputies solved a floating historical mystery Tuesday when they identified two rusty old ferryboats that had turned up tied to an unused dock on Carquinez Strait.

The two boats, it turned out, were the 79-year-old automobile ferry Fresno and the hulk of the 83-year-old San Leandro, a passenger ferry. Both boats appeared, like maritime ghosts, at a dock between Port Costa and Martinez in late November.

Both boats are in bad shape. The Fresno, which sailed on San Francisco Bay and later saw service sailing from Seattle to Bremerton on Puget Sound, has been stripped of its pilothouse and much of its interior finishings. The San Leandro has no deckhouse at all -- it is just a hull, covered with rust.

Both vessels had spent years knocking around the backwaters of the bay and had been tied up more recently at Mare Island.

Both boats had a lot of history, but not much luck.

The Fresno is one of six identical car ferries built in 1927; one of its sister ships, the Santa Rosa, is an office vessel on Pier 3 in San Francisco. The Fresno, which was in pristine condition as recently as 1992, had sunk twice in recent years.

The San Leandro had burned to the waterline in a fire in 1969, was rebuilt and burned again in the 1970s.

By 2005, the owner of both boats, Healdsburg real estate developer Phil Wright, had offered the Fresno free to anyone who would preserve the boat.

The only taker was a nonprofit organization called the Golden State Transportation Museum, which wanted to convert the Fresno into a floating exhibit of California history.

Riccardo Gaudino, the group's founder, wanted to refurbish the Fresno and sail it around to places like Benicia, Napa and San Francisco. He thought the project would draw 2 million visitors a year. Gaudino said Tuesday that Wright and he could not agree on the plan.

When the museum plan fell through, Wright threatened to demolish the Fresno -- no easy task, considering the hull is made of steel and the rest of wood.

Bobby Winston, owner of Bay Crossings, a monthly magazine about San Francisco Bay topics, bought the Fresno's wheelhouse and had it moved to Point Molate, near Richmond. The job was more complicated and expensive than he expected. "My wife wanted to kill me when she heard," he said.

Sometime in November, Wright reportedly sold the Fresno. The new owner, who was not identified, hired a tug to take the Fresno, and the San Leandro as well, from Mare Island to a new home on the San Joaquin River in Stockton.

That is when the mystery began.

As Contra Costa sheriff's deputies pieced the story together, the tug skipper apparently had some kind of dispute or other issue with the ferry's owner, decided the job wasn't working out, towed the two boats to an empty dock near a brick works on the Contra Costa side of the Carquinez Strait, and left them there.

That was just after Thanksgiving.

There used to be a number of old vessels on the Contra Costa shoreline -- the old ferry Garden City, several derelict sailing ships, some lumber schooners and other boats that had come there to rot away. But that was when Contra Costa's shoreline had fewer people.

It's different now. Residents started noticing the two ferries in early December and called the sheriff's office. "It was a mystery for a while," sheriff's spokesman Jimmy Lee said.

"We tracked the boats down to Mr. Wright," Lee said, "and he promised to make good."

Wright himself had inherited the two boats from his father, Arnold Gridley, inventor of the motorized cable car, who died last year. Wright did not return repeated calls seeking comment.

Lee said Contra Costa authorities have been assured that the old ferries will be towed away early next week. He does not know where they

might end up.

"It's a happy ending," he said. "A win-win situation."

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## **California cities, counties find funds to hire Capitol lobbyists**

**Local governments contend the money they pay for influence in Sacramento is worth it. The sum dwarfs the lobbying bills of the largest unions, big oil companies and other energy interests combined.**

By Anthony York, Los Angeles Times

6:36 PM PDT, March 17, 2013

SACRAMENTO — Although many of California's cities and counties have been struggling financially, putting off road repairs, cutting back library hours and reducing police patrols, there is one way in which they have not held back: hiring Sacramento lobbyists.

Local governments' spending on advocacy in the Capitol has surged in recent years, topping \$96 million during the two-year legislative session that ended last fall — an increase of nearly 50% from a decade ago.

The sum dwarfs the lobbying bills of the state's largest labor unions, big oil companies and other energy interests combined, according to the California secretary of state's office. No sector spends nearly as much trying to influence government in California as government.

One reason is more than two decades of term limits. Turnover in the Capitol and in some local offices has weakened relationships between state and local officials. Many lobbyists work in Sacramento for decades, are more knowledgeable about policy details and intricate funding formulas than sitting lawmakers, and have long-standing relationships with Capitol staffers.

Another is the state budget crises of the last decade, which have taken an ever larger bite out of allocations to local governments, putting municipal and state leaders at loggerheads.

With tens of millions of local dollars going to capital insiders "at a time when cities and counties are cutting back essential services, it's worth asking whether this spending is the best use of taxpayer money," said Phillip Ung, a spokesman for the watchdog group California Common Cause.

Local officials say the lobbying expenses are a small price to pay to protect their share of exponentially larger state dollars. The right advocate can steer some state funds in one direction or another, and these days, a lobbyist's blessing for a policy proposal can carry more weight in the Capitol than a legislator's endorsement.

Lobbyists may be retained as a defensive measure against decisions made in the Capitol that could adversely affect local communities. They may be asked to help secure state contracts or bond money, or to arrange meetings with leaders of the Legislature and other top government officials.



Orange County officials credited their Sacramento lobbyists, Platinum Advisors, for arranging a meeting last summer with Assembly Speaker John Pérez (D-Los Angeles) that led to last-minute legislation restoring \$48 million to the county budget.

The city and county of Los Angeles both have full-time staffs dedicated to monitoring the Capitol, but they seek additional help from several Sacramento-based firms. The two entities paid external lobbyists a combined \$5.3 million over the last two years, according to spending reports filed with the state.

The city of Los Angeles paid the Sacramento firm of Shaw/Yoder/Antwih more than \$251,000 in 2011 and 2012 combined — part of the more than \$3.3 million spent on outside lobbying during those two years. The firm helped secure millions of state bond dollars for city projects and helped defeat legislation that could have required the city to spend as much as \$2 billion to repair damaged sidewalks, said Juan Rodriguez, director of state relations for the city.

Other big spenders include the counties of Alameda, San Bernardino and Orange, which each devote more than \$1 million annually on outside advocates. But some of the big money comes from small cities.

Anthony Gonsalves, the son of a former assemblyman, runs a lobbying firm with his two sons that specializes in representing cities with populations of 50,000 to 100,000 and budgets to match.

The firm's three Sacramento lobbyists did nearly \$5 million in business during the last two-year session of the Legislature, according to records that lobbyists must file with the state. Most of that business came from the 60 municipalities on its roster.

The cities paid the firm as much as \$8,000 per month, often to lobby on legislation that Gonsalves was being paid to address by other clients as well, according to his firm's state filings. Such fees can be hefty for a small municipality, but the cost of not having such a lobbyist can be much higher, said Alan Kapanicas, city manager of Beaumont in Riverside County, which Gonsalves represents.

Like much municipal funding, most of the city's budget passes through Sacramento, Kapanicas said, and lawmakers have cut those funds deeply over the last decade. The elimination of redevelopment agencies, for example, deducted billions of dollars from city budgets. The governor and Legislature also transferred responsibility for many low-level criminals from prisons to local jails, straining county budgets.

"The state is always coming up with new ways to take money away from us," he said. "We need to have some protection" in Sacramento against those efforts.

The city, with slightly more than 16,000 residents and an annual budget of \$28.7 million, paid Gonsalves more than \$73,000 over the last two years to "be our eyes and ears in Sacramento," Kapanicas said.

Gonsalves said he offers connections that local officials need in the Capitol and may not be able to make through the legislators from their area. "We are a conduit," he said. "We have the relationships."

Many contracts are approved with little or no public scrutiny. Some are arranged by city managers and approved pro forma by council members, without public discussion. Some have come under criticism.

A January report from City Controller Wendy Greuel found that the Los Angeles Department of Water and Power approved four no-bid contracts totaling \$480,000 to Sacramento advocacy firms. None of the

contracts had been advertised publicly or required regular updates from the lobbyists on their work.

In Malibu, officials raised concerns about potential conflicts of interest in the way their work was being handled by a firm called California Strategies, which the city has paid \$150,000 a year since 2004 for state government advocacy. The firm simultaneously represented U2 guitarist David Evans, better known as the Edge, in his 2009 quest to build five homes on the bluffs overlooking the Malibu coastline — an effort some members of the City Council opposed.

"It made me uneasy, because the lobbying firm [was] representing something the city may not be happy with," said Jefferson Wagner, who sat on the City Council from 2008 until mid-2012. Wagner was opposed to the development and told the city's advocate, California Strategies' Ted Harris, that the firm's work on the project "made it awkward for me."

Jason Kinney, a spokesman for the firm, said its partners determined there was no conflict in accepting Evans as a client because the necessary permits were dispensed by the California Coastal Commission, not the Malibu City Council. The Coastal Commission ultimately rejected the project.

Sometimes there are personal ties between local governments and their lobbyists. The Yucaipa Valley Water District paid more than \$110,000 to Platinum Advisors during the last two-year legislative session. One of the firm's lobbyists, Brett Granlund, is the brother of district board member Bruce Granlund and ex-husband of another member, Lonni Granlund.

Joseph Zoba, general manager of the Yucaipa Valley Water District, said the Granlunds recused themselves from the vote on hiring a lobbyist.

"Brett is a former city councilman and assemblyman from Yucaipa. He has a great working knowledge of Yucaipa," Zoba said. "Most people don't even know where we are on the map. Having someone like Brett really helps out."

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